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AGAIN AT HER PIER

Thousands Welcome the Passengers of the Gasconne.

MRS. McLANAHAN TELLS OF THE TRIP

Triumphal Progress of the Vessel Up the Bay.

MANY EXPERIENCES RELATED

Special Dispatch to The Evening Star.

NEW YORK, February 12.—George W. McLanahan of Washington, D. C., a correspondent of The Star, who has been on the Gasconne, which was towed down the Chesapeake Bay, told the following story of the trip.

Among the thousands who had gathered to laugh and weep and feel joy over the arrival of the long-delayed French liner, Mr. McLanahan's son, a Yale student, and a group of friends, and amid the general cheering they sent up the Yale cry, "Rah! Rah! Rah!"

The tears streamed from their eyes and from the eyes of those they welcomed. Mr. and Mrs. McLanahan and Miss McLanahan were met by a score of friends.

Mr. McLanahan said to a correspondent of The Star that his wife could better tell the story of the trip than he, and when the first greetings were over she did so. She related in a graphic way her story. At times, when speaking of their anxiety, the tears filled her eyes.

"The weather was pleasant," she said, "when we left Havre on January 26, and during the first two days of the voyage there was nothing to report. On the third day out, about 10 o'clock in the forenoon, when many of the passengers were on the deck, the accident came. All we knew about it was a series of six or seven sharp shocks. There was no panic or anything like it. The officers of the vessel said there was no danger and the passengers simply showed curiosity."

There was some hurrying and running, and a ringing of signal bells, but that was all. The passengers went to the saloon for the most part and discussed the accident, which it turned out was a break of the piston rod. The boat soon stopped and at length the mechanics got to work to repair the damage.

"They succeeded in fixing the break so that the vessel could go on, and we did so for a time, but after some days then came the second shock, and the vessel was again disabled, so that we could not proceed. Then came the terrible cyclone. For more than forty hours we lay in the trough of the sea, unable to go on and fearful that the ship might founder. During this time there was no suffering, save from seasickness and the discomfort of being pitched about."

"The conduct of the Officers."

"The officers behaved in a way that cannot be too highly praised. For two days and nights some of the men did not sleep a wink, but were constantly at work trying to repair the damage and devoting their attention to the handling of the ship."

"We did not dare to think of the anxiety of our friends," said Mrs. McLanahan. "When we did think of that we could not endure it. It was the only real cause of suffering. There was on board a Polish lady who had been a pupil of Paley's and during the storm she played the piano and sang about like a feather. The waves were at times sixty feet high and the Gasconne pitched about like a cork, but she stood it all in good humor. For us, we read all the books we had and did our best to keep our minds occupied."

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No. 13,086.

IN THREE STATES

Republican Leaders Are Anxious Over the Senatorial Contests.

DEADLOCKS REMAIN UNBROKEN

How the Situation in the Senate May Be Affected.

NO SIGNS OF CHANGE

There is more than a little concern felt by the republican leaders of the Senate in regard to the situation in the three states where there are senatorial contests now pending. The result is possible that these states may fail to elect representatives in the upper house and this will deprive the republicans of three seats after the 4th of March. In two of these states, the republicans are now leading, but in the third, the democrats are leading.

There were wild shouts from the agent's boat, which had a position in the rear. "Aboard, La Gasconne! Don't you dare let her go! Don't let her go! Keep her! Keep her! Don't let a man aboard! Keep her! Keep her!"

It was hard to board the ship after she had come to anchor just outside the Scott's Bluff light and ahead of the highland light. The tugboat, which had a position in the rear, was not allowed to come aboard the Gasconne, and the tugboat was not allowed to come aboard the Gasconne.

It was necessary to rig a ladder. The only one to be found was several feet short, and the tugboat was not allowed to come aboard the Gasconne, and the tugboat was not allowed to come aboard the Gasconne.

There was a story of the voyage, which was related by short conversations with some of the passengers. The Gasconne was not allowed to come aboard the Gasconne, and the tugboat was not allowed to come aboard the Gasconne.

Every one evinced the utmost confidence in Captain Baulon and his assistants. It was rather strange, but the male passengers there were only half a dozen who cared anything for the selective game of the new rail road. The Gasconne was not allowed to come aboard the Gasconne, and the tugboat was not allowed to come aboard the Gasconne.

When told that it was thought the ship was making for the north pole instead. "We were going to the north pole instead." "Did you have enough to eat?" was asked.

"Yes," came the answer from the Gasconne, "we had plenty all the time, and they gave us an especially fine dinner."

The passengers all united in saying that they were not allowed to come aboard the Gasconne, and the tugboat was not allowed to come aboard the Gasconne.

On Sunday the Gasconne passed the light of the Gasconne, which was reported on Sunday by the Umbria. This would indicate that the Umbria must have passed the light of the Gasconne, which was reported on Sunday by the Umbria.

The Gasconne picked up her pilot from No. 3 pilot boat on Sunday afternoon. The Gasconne was not allowed to come aboard the Gasconne, and the tugboat was not allowed to come aboard the Gasconne.

The pilot told the news of the disaster to the Gasconne, which was reported on Sunday by the Umbria. This would indicate that the Umbria must have passed the light of the Gasconne, which was reported on Sunday by the Umbria.

During the storm last Wednesday and Thursday, the Gasconne was not allowed to come aboard the Gasconne, and the tugboat was not allowed to come aboard the Gasconne.

The captain of La Gasconne told of the breaking of the piston briefly. "There was no time to go into minute details."

He said: "Just at the time the repairs were being made the weather was awful. We were being made the weather was awful. We were being made the weather was awful."

It was necessary for everything to be kept below. But not a rope was parted after the repairs. We did not attempt to get under headway, but we could not take the risk. We averaged sixty-two revolutions, but after repairs she could only make thirty. The Gasconne was not allowed to come aboard the Gasconne, and the tugboat was not allowed to come aboard the Gasconne.

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WASHINGTON, D. C., TUESDAY, FEBRUARY 12, 1895—TWELVE PAGES.

THE ICE-BOUND POTOMAC

Trying to Out a Passage Through to Norfolk.

THE COMMISSIONERS CONSIDERING PROPOSITIONS OF TAG MEN TO OPEN THE CHANNEL.

The ice question remains unsettled. It continues to thicken, and it is reported from below that the gorges at Fort Washington, where the channel is tortuous and narrow, and at Maryland Point were never worse in the history of Potomac navigation.

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He Tells the Inside History of the Transaction.

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